

SECRET

IN 38183

TOR: 02/1414Z OCT 69 RLP

SECRET 021334Z OCT 69 CITE [ ] 6965

PRIORITY [ ] INFO WECEN

IDEALIST WEA SCOPE SAINT III

ANNEX H - WEATHER

OPORD 6-69 (SCOPE SAINT III)

CO	/
STAGE	/
HOME	/
DE	/
ADM	/
COM	/
FIN	/
PERS	/
LS	/
INT	/
DELTA	/
LAC	/
SPE	/
SUP	/
TR	/
OPS	/
FP	/
WX	/
SIS	/

25X1A

25X1A  
25X1A

1. WEATHER SUPPORT WILL BE PROVIDED BY WECEN USING [ ]

[ ] MESSAGE FORMAT FOR DEPLOYMENT/REDEPLOYMENT [ ]

[ ] AND RETURN). FOR TRAINING FLIGHTS FROM [ ] A 24 HOUR

GRID WIND FORECAST WILL BE FILED EACH DAY TO PROVIDE HIGH LEVEL

PLANNING INFORMATION FOR THE FOLLOWING DAY. THIS MESSAGE WILL BE IN

[ ] FORMAT. ALL MESSAGE TRAFFIC PERTAINING TO THIS OPERATION

WILL BE SLUGGED SCOPE SAINT III.

2. [ ] WILL BE FILED NLT 21/1400Z VALID 22/0200Z TO

22/1430Z FOR FLIGHT PLANNING AND 145 AMEND NLT 21/1900Z. THE

FOLLOWING TERMINAL FORECASTS WILL BE INCLUDED: [ ]

[ ]

VALID FOR 1000Z TO 1400Z THE FOLLOWING DAY AND CONTINUE THROUGH  
26 OCTOBER.

3. [ ] WILL BE SENT PRIOR TO DEPLOYMENT.

4. THE C-141 WILL USE LOCAL FACILITIES FOR DEPLOYMENT/REDEPLOYMENT.

5. CLIMATOLOGY: DURING OCTOBER [ ] THE RELATIVELY 25X1A  
FLAT PRESSURE GRADIENTS OF SUMMER GRADUALLY GIVE WAY TO ACCELERATED  
AIR FLOW PATTERNS OF WINTER. TEMPERATURES STEADILY DECLINE AS THE  
FREQUENCY OF POLAR OUTBREAKS INCREASE AND THE AMOUNT OF AVAILABLE  
SUNSHINE DECREASES. THE CLOUD TYPES CHANGE FROM A PREDOMINANT  
CUMULIFORM TO A STRATIFORM CLOUD. BRIEF PERIODS OF LIGHT RAINFALL  
MAY OCCUR ON 15 OR MORE DAYS DURING THE MONTH. CLOUDS: ALTHOUGH  
BROKEN TO OVERCAST CLOUD CONDITIONS PREVAIL IN THE TRAINING AREA  
MORE THAN 60 PERCENT OF THE TIME, CLEAR CONDITIONS (0 - 3/10 CLOUD 25X1A  
COVER) CAN BE EXPECTED IN [ ] ON  
3 TO 5 DAYS DURING THE MONTH. TERMINAL: OCTOBER IS A FAVORABLE MONTH  
25X1A FOR AIRCRAFT OPERATIONS AT [ ] THE CEILING AND VISIBILITY  
EXCEEDS 1500 FEET AND/OR 3 MILES 88 PERCENT OF THE TIME AND REMAINS  
ABOVE 500 FEET AND/OR 1 MILE MORE THAN 98 PERCENT OF THE TIME. WIND  
SPEEDS ARE EXPECTED TO EXCEED 15 KTS SOME 25 PERCENT OF DAYLIGHT HOURS,  
HOWEVER, THE DIRECTION OF STRONGER WINDS IS USUALLY SIMILAR TO THE  
RUNWAY DIRECTION WHICH MINIMIZES CROSS WIND PROBLEMS.

END OF MSG.